<u>IN THE CLAIMS:</u>

Please amend claims 1-4 as shown below, in which deleted terms are shown with strikethrough, and added terms are shown with underscoring.

1.   (Currently amended) An electric parking brake system comprising:

a parking brake ~~(11)~~, and

an electric motor ~~(24)~~, wherein

the parking brake ~~(11)~~ is activated by the electric motor ~~(24)~~, and

~~the~~ operation of the parking brake ~~(11)~~ is controlled such that a vehicle is decelerated at a target deceleration ~~(Gt)~~ of a predetermined magnitude when an operation command to operate the parking brake ~~(11)~~ is issued by a driver while the vehicle is running.

2.   (Currently amended) The electric parking brake system as set forth in Claim 1, wherein

the operation command is issued based on the operation of an operating member ~~(23b)~~ by the driver, and

the <u>predetermined</u> magnitude of the target deceleration ~~(Gt)~~ is set based on an amount of operation of the operating member ~~(23b)~~.

3.   (Currently amended) The electric parking brake system as set forth in Claim 2, wherein

the operating member ~~(23b)~~ comprises a switch which changes over from a non-command position to an operation command position when depressed by the driver and which is held at the operation command position only while kept depressed by the driver,

~~the~~ <u>a</u> number of changeovers from the non-command position to the operation command

position constitutes the amount of operation, and

when the switch continues to be situated at the operation command position even after a

vehicle body deceleration (GRF) increases to the target deceleration (Gt), the target deceleration

(Gt) is increased.

4.   (Currently amended) An electric parking brake system comprising:

a parking brake (11), and

an electric motor (24), wherein

the parking brake (11) is activated by the electric motor (24), and

an upper limit value for a vehicle body deceleration (GRF) is set in advance, and

the operation of the parking brake (11) is controlled such that the vehicle body

deceleration (GRF) does not exceed the upper limit value so set when an operation command to

operate the parking brake (11) is issued by a driver while the vehicle is running.